**Patent Claims:** 

## 1.-8. Canceled

11. (New)

9. (New) A method for controlling the driving dynamics of a vehicle (250), in which a steering movement is carried out on the basis of a set value (u), which is calculated as a function of a deviation between a desired value ( $\dot{\psi}_M$ ) and an acquired actual value ( $\dot{\psi}$ ) of a vehicle state variable ( $\dot{\psi}$ ), comprising the steps of

determining a membership degree ( $\lambda_1$ ,  $\lambda_2$ ) of at least one member of the group of acquired values consisting of a driver-set steering angle ( $\delta_{Drv}$ ), and of a driver-set steering angle gradient ( $\delta_{Drv}$ ), with respect to a given fuzzy set, and changing a value ( $\Delta\delta_{Add}$ ) of the set value (u) as a function of this membership degree ( $\lambda_1$ ,  $\lambda_2$ ).

10. (New) The method according to Claim 9, wherein the membership degree ( $\lambda_1$ ) of the value ( $\delta_{Drv}$ ) of the steering angle ( $\delta_{Drv}$ ), which is set by the driver (210), with respect to a set of "small" steering angles is determined.

wherein the membership degree ( $\lambda_2$ ) of the steering angle gradient ( $\dot{\delta}_{Drv}$ ), which is set by the driver (210), with respect to a set of "small" steering angle gradients is determined.

The method according to o Claim 9,

12. (New) The method according to Claim 9, wherein the value ( $\Delta\delta_{Add}$ ) of the set value (u) is additionally changed as a function of an acquired value of a vehicle velocity ( $v_{Veh}$ ).

13. (New) The method according to Claim 12, wherein the value ( $\Delta \delta_{Add}$ ) of the set value (u) is changed as a function of the

membership degree ( $\lambda_v$ ) of the acquired value ( $v_{Veh}$ ) of the vehicle velocity ( $v_{Veh}$ ) with respect to a set of "mean" velocities.

14. (New) The method according to Claim 12, comprising the step of suppressing a steering movement when the acquired value (v<sub>Veh</sub>) of the vehicle velocity (v<sub>Veh</sub>) is below a first limit value (v<sub>low</sub>) or above a second limit value (v<sub>high</sub>).

15. (New) A device for controlling the driving dynamics of a vehicle (250), with a control unit (260), which, on the basis of the deviation of an acquired actual value ( $\dot{\psi}$ ) of a vehicle state variable ( $\dot{\psi}$ ) from a given desired value ( $\dot{\psi}_M$ ), determines a setting value (u), on the basis of which a steering movement is carried out,

wherein the device comprises a fuzzy logic unit (280) for determining the membership degree ( $\lambda_1$ ) of a value ( $\delta_{Drv}$ ) of a steering angle ( $\delta_{Drv}$ ), which has been set by the driver (210), with respect to of "small" steering angles, and a membership degree ( $\lambda_2$ ) of a steering angle gradient ( $\delta_{Drv}$ ), which has been set by the driver, in a set of "small" steering angle gradients and for changing a value ( $\Delta\delta_{Add}$ ) of the set value (u) using a linkage of the membership degrees ( $\lambda_1$ ,  $\lambda_2$ ).

16. (New) The device according to Claim 15,

comprising a logic unit (270) for determining a membership degree ( $\lambda_v$ ) of an acquired value ( $v_{Veh}$ ) of a vehicle velocity ( $v_{Veh}$ ) with respect to of "mean" velocities and for changing the value ( $\Delta\delta_{Add}$ ) of the setting value (u) as a function of this membership degree ( $\lambda_v$ ).